

# Welcome

*to the*

**Fairfield Rd. & Monaville Rd.**

**Intersection Improvement**

***Stakeholder Involvement Group***

***Meeting #3***

# SIG Meeting Schedule

## SIG Meeting #1 (Oct. 12, 2016)

- Discussed existing conditions, project limits, traffic data, crash data
- Workshopped to identify existing deficiencies
- Workshopped to identify potential solutions

## SIG Meeting #2 (Nov. 15, 2016)

- Discussed preliminary design concepts
- Discussed evaluation criteria

## SIG Meeting #3 (Today)

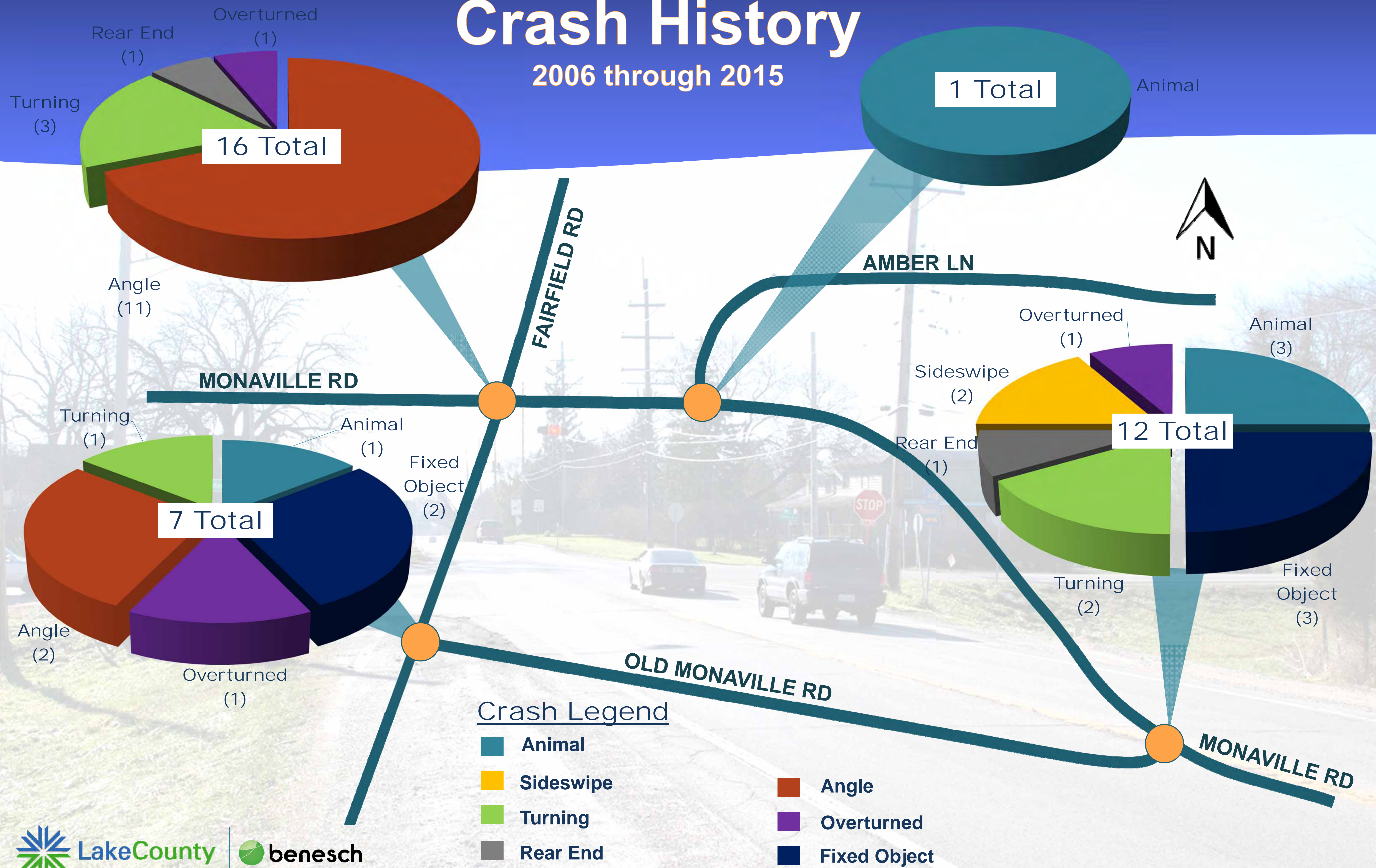
- Recap the existing intersection conditions
- Review preferred alternative selection process
- Review the preferred alternative and the project schedule
- Provide final input on the preferred alternative prior to the final Public Meeting

# Existing Conditions



# Crash History

2006 through 2015



# Preferred Alternative Selection

What criteria should be used to compare the alternatives?

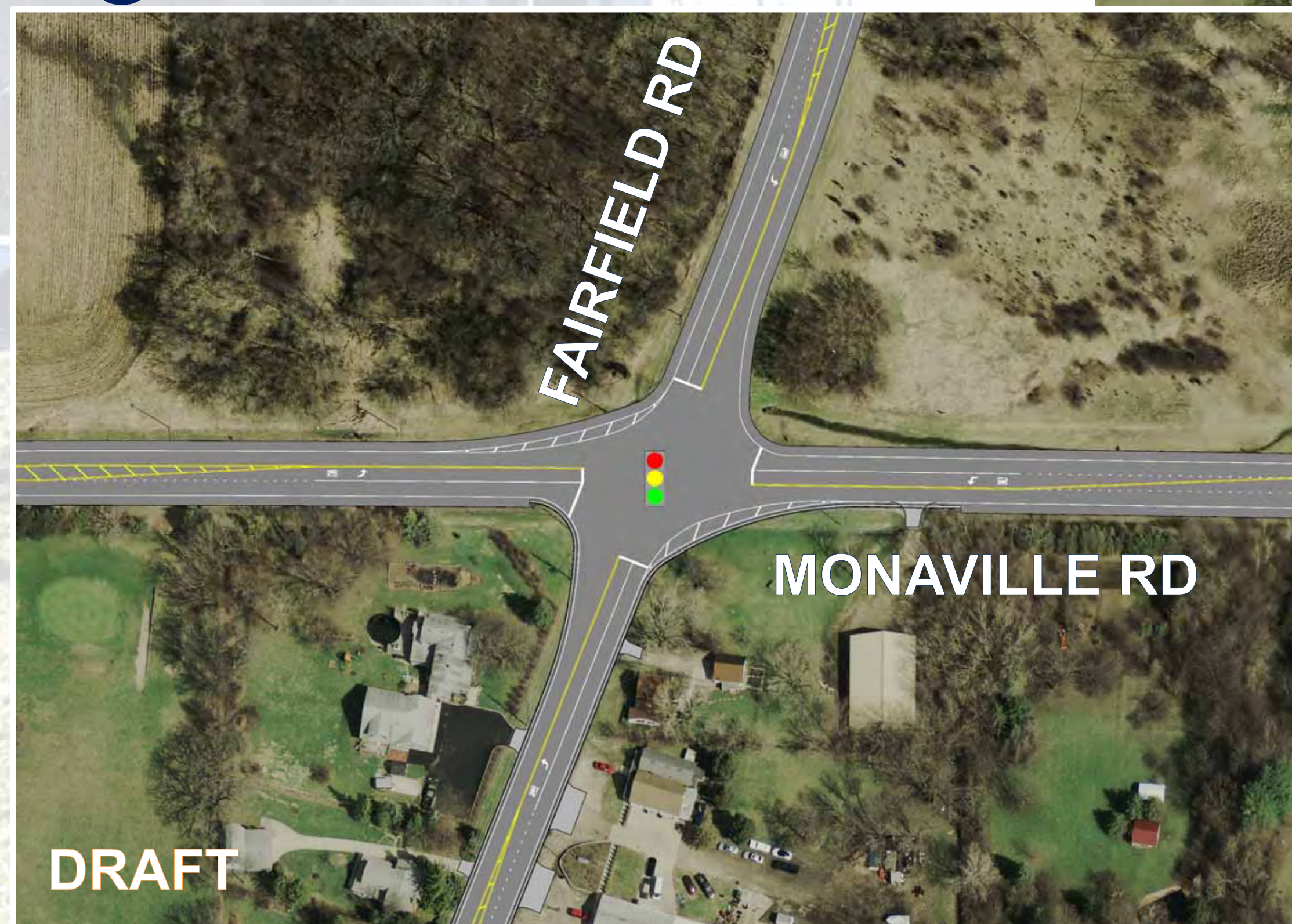
Evaluation Criterion
Decrease crash potential
Improve intersection operations
Minimize damages to residential property
Accommodate adjacent access
Minimize environmental resource impact
Accommodate driver comfort
Minimize off-peak delays
Enhance appearance

# Intersection Comparison



**No Build**

**Signalized Intersection**

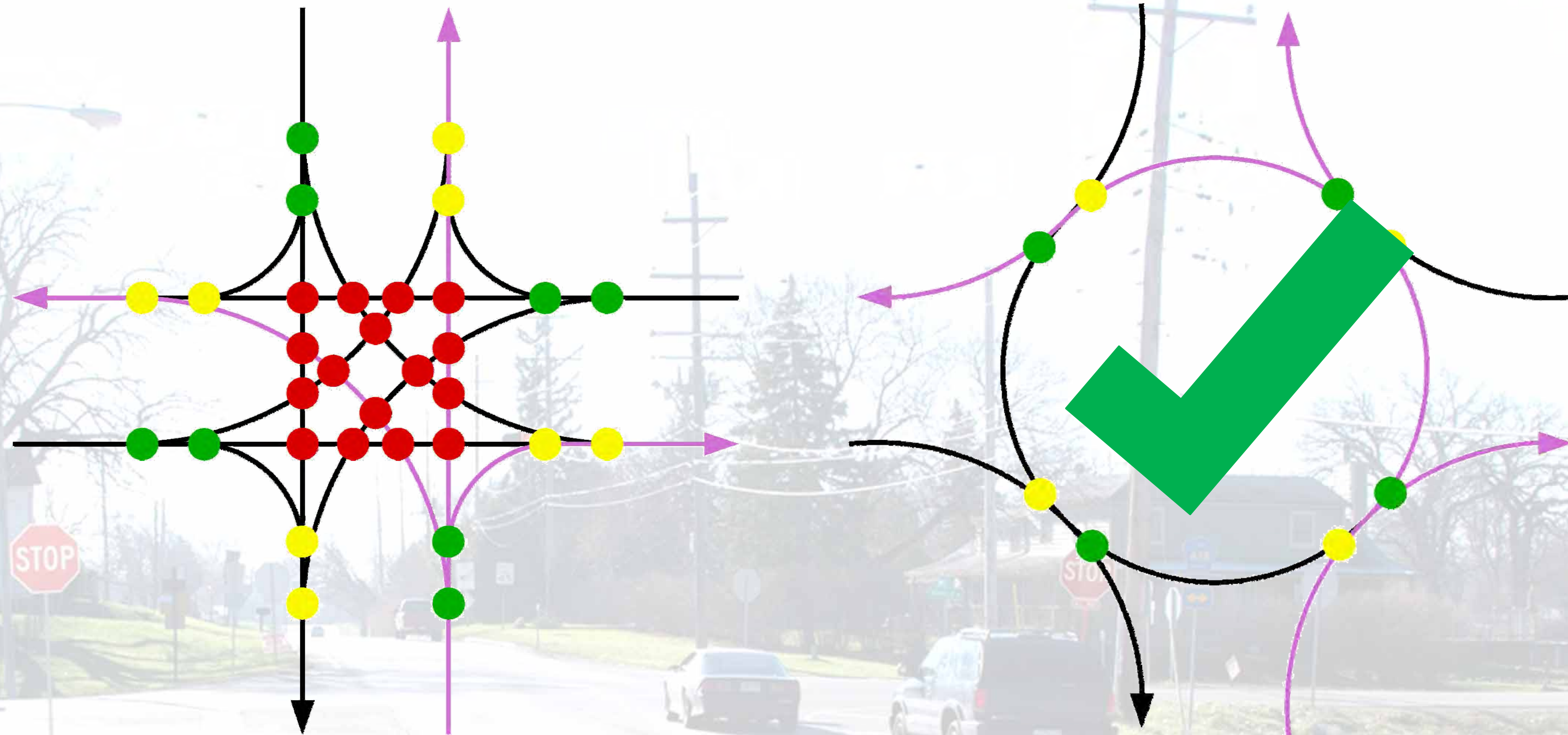


**Roundabout**



# Impacts on crash potential

## Vehicle conflict points

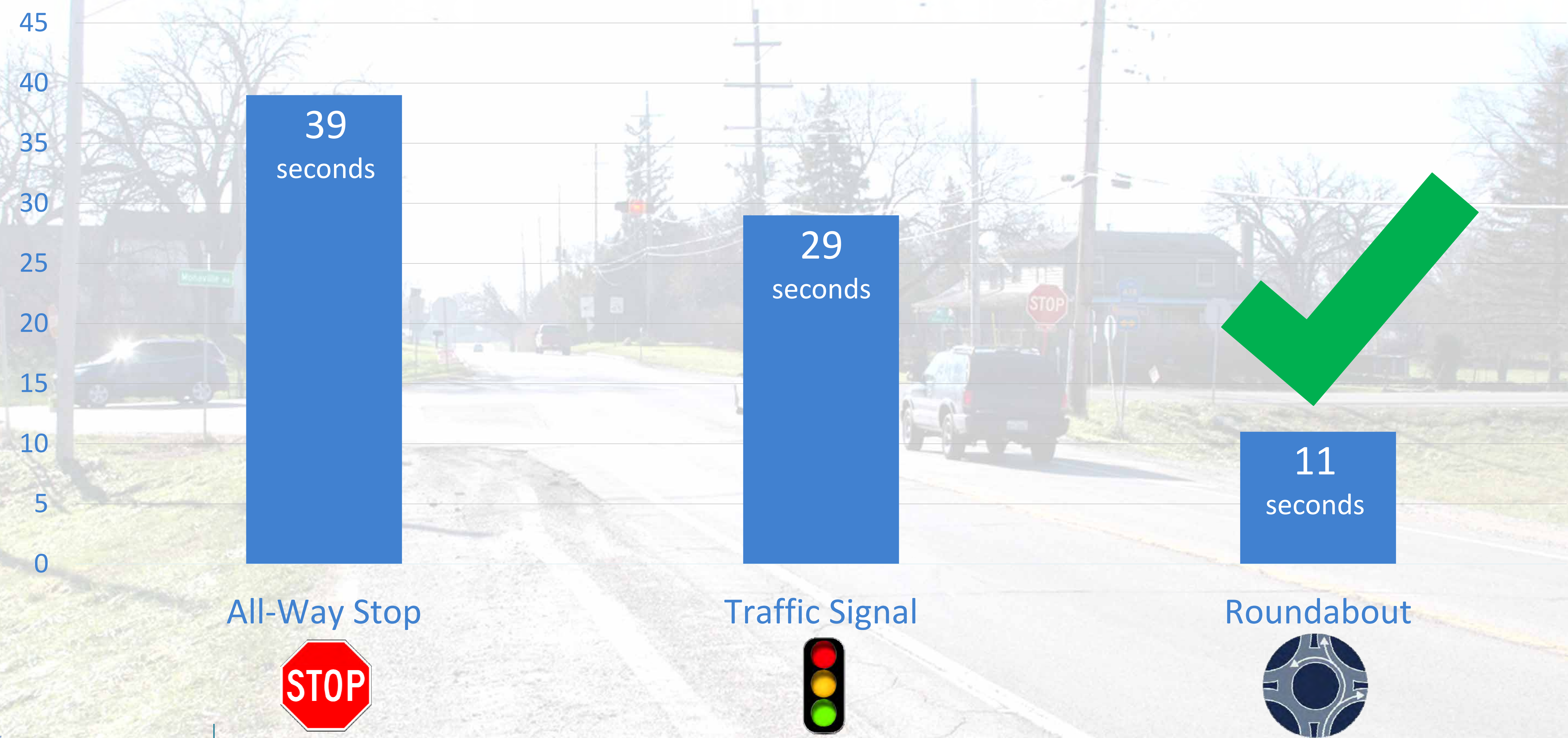


5% - 45% overall reduction in crashes compared to an all-way stop\*

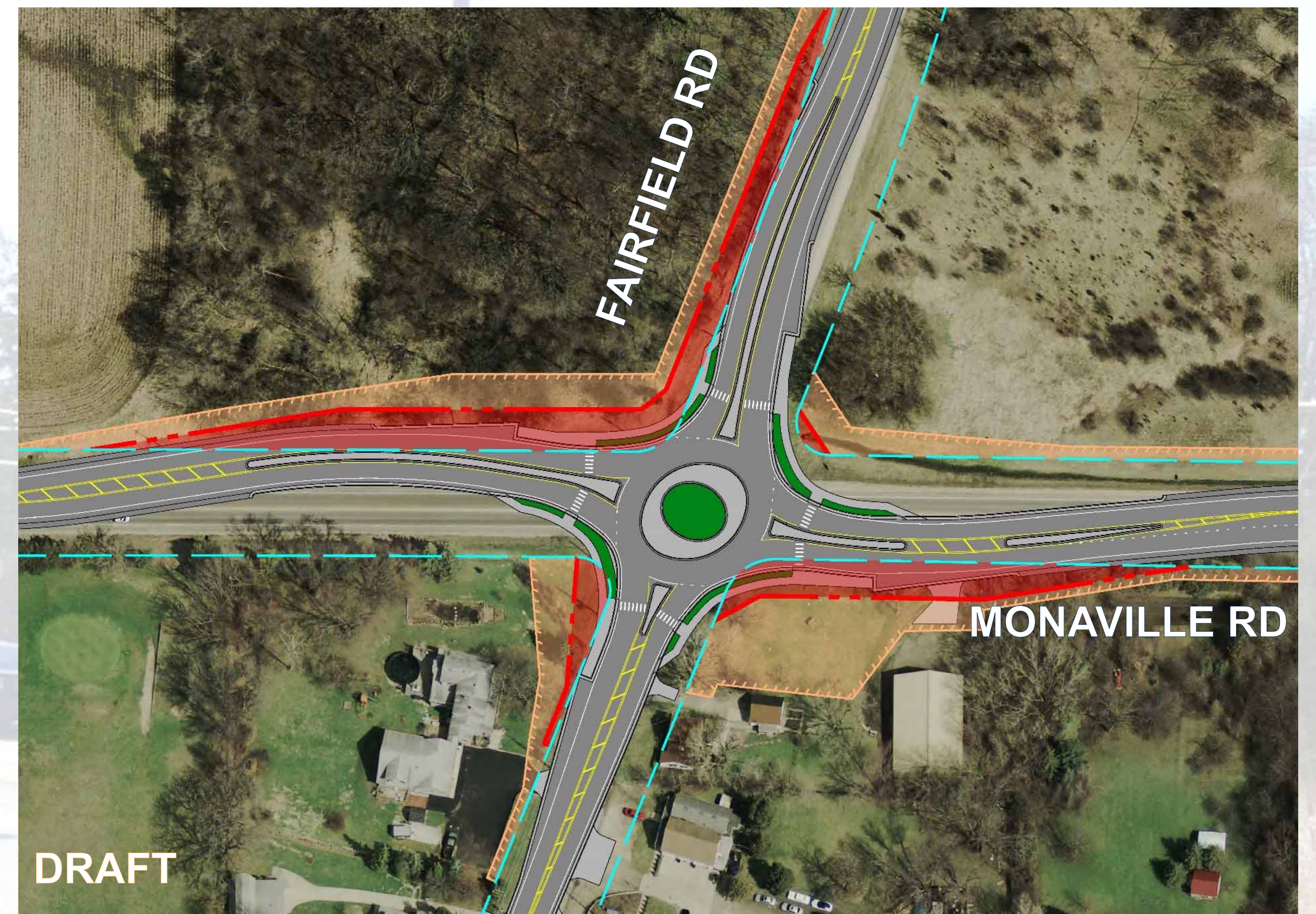
60% - 70% overall reduction in crashes compared to an all-way stop\*

# Impacts on traffic operations

Estimated average delay per vehicle during the busiest hour  
with future traffic volumes



# Right of Way Impacts



## LEGEND

- Existing Right-of-Way
- Right-of-Way Needed
- Temporary Construction Easement

# Alternatives Considered



## No Build

- Fails to address crash and “near miss” issues
- Fails to address vehicle delay
- Does not require ROW or temporary easement acquisition



## Traffic Signal

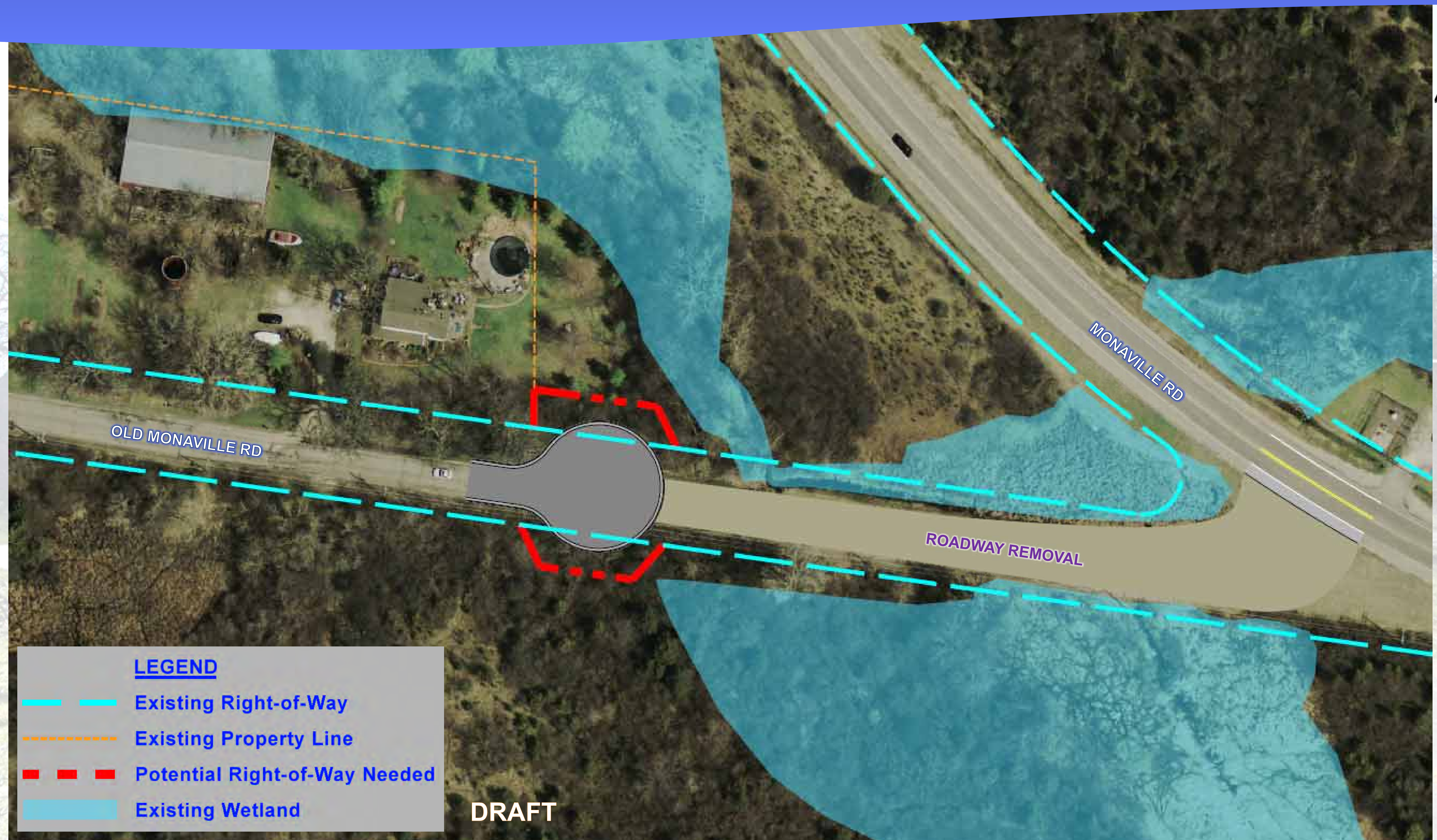
- Statistically provides reduction in overall crashes compared to an all-way stop intersection
- Provides some reduction in average delay per vehicle during the busiest hour
- Creates adverse vehicle delay in off-peak hours
- Require largest amount of temporary easement acquisition



## Roundabout

- Statistically provides the best reduction in overall crashes compared to an all-way stop intersection
- Provides lowest average delay per vehicle during the busiest hour
- Minimizes delay in off-peak hours
- Requires largest amount of ROW acquisition

# Old Monaville Road Potential Cul-de-sac



# Aesthetic Opportunities



# Project Schedule



## NOTE:

Project dates are dependent upon project readiness and the availability of funding